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Valkyrie's Spinnaker Matched by
Vigilant's Centreboard.

The Great Yankee Sloop Not Able
to Do Her Best.

Capt. Hansen Explains How the
Cutter Got the Lead.

Among those who go down to sea in ships and those who love the sea so much that they make offerings to it every time their incautious feet stray upon tugboat, steam yacht or floating apartment-house, the chief talk this morning was of yesterday's closing race for the America's Cup.

Both yachts were lying off the Atlantic Yacht Club, and seemed little the worse after their race in yesterday's gale.

Vigilant was to have left for New Rochelle in tow of the tug Commonwealth this morning, but Mr. Iselin, who was to have come after her at 10 o'clock, was detained. It was thought that the tug would take her away this afternoon.

The tug was flying Vigilant's colors. Valkyrie was lying off the foot of Sixty-sixth street, and was shaking out her sails. She showed no signs of any damage.

An "Evening World" reporter rowed out to Vigilant this morning, and had a talk with Capt. Hansen, in regard to yesterday's race. Capt. Hansen said he was much elated over the victory, and was confident that the Yankee boat is a much better one than John Bull's representative.

"In the first place," he said, "we passed Valkyrie before her spinnaker broke, and should have beaten her all the same. We succeeded in overhauling our opponent about six miles after turning the stakeboard on the homeward course, and had gone over a mile before the accident happened to Valkyrie.

"Our spinnaker was also in danger of going at any moment, for the hooks had slipped in several places, and we were afraid it would not hold until we reached the finish.

"Our centreboard was also jammed in the windward work, and this also retarded our progress in a large degree. The reason that Valkyrie outpointed us in windward work was due to the fact that she kept cutting our wind off, and we could not pass her. We would have also done much better without a topsail, but it was up when we started, and we had no time to take it in.

"Valkyrie is a very good boat," added Capt. Hansen in conclusion, "but the Yankee boat can outpoint her in every way."

Mr. Iselin has absolutely denied that the cup winner will be sold, either at private or auction sale. She will probably go into winter quarters at City Island.

The Cunarder Lucania, which sailed for Liverpool to-day, had as passengers Lord Wolverton and the Marquis of Ormonde, of Lord Dunraven's family.

Lord Dunraven passed a quiet morning at the Waldorf. Soon after 10 o'clock he was called upon by his brother-in-law, Charles Kerr, who soon afterwards came down and discussed the race and the merits of the two yachts with an "Evening World" reporter.

Mr. Kerr, however, saying that Lord Dunraven was still of the opinion that the keel was better than the centreboard. Evidently from what he said, Lord Dunraven is not satisfied with the trial of his boat, and that if the series had to be raced again, he might be a different result.

Not only does Mr. Kerr blame the loss of her spinnaker for Valkyrie's failure to win yesterday, but he says the English cutter sailed in her palmans on Wednesday, although the fact was kept secret.

"Yes," he said, "the mainmast was sprung in Wednesday's race and cracked badly. There was no time to get a new one, so we had to race again yesterday with it. The fact that no club topsail was set at the critical moment yesterday was due to the fact that the fact was kept secret.

"Why," he said, "I was on board the Vigilant, where I was thought of as sailing a sure winner, and were even congratulating me. She had a victory, when the spinnaker went to pieces. There was a little hole in it and it widened. The Vigilant's bowsprit was also a little hole in it, but it did not widen. Anyhow, it was a grand race, and the Vigilant both lost and won at it again, but of course there will be no more races.

"Taking the whole series of races all together," Mr. Kerr said that in the first race, when the yachts were unable to finish within the time limit, the Valkyrie equaled the Vigilant in every way. The second race was won, he said, by the Vigilant's "luck." The third race was won fairly on its merits by the Vigilant.

"But then you know," he added, "Vigilant did not get the lead until the fourth race, of course," he said, "did not count because there was no wind and as to yesterday's race Valkyrie surprised everybody by the manner in which she outtailed and outpointed Vigilant. Vigilant's bowsprit, he said, "harred considerably, while Valkyrie did not."

Mr. Kerr also denied that Vigilant had sailed under difficulties on account of not being able to raise her centreboard. On the contrary, he said, the centreboard was raised to the exact depth required by the rules, and that personally superintended the work.

"Yes, all things considered," he said, "I believe the Vigilant sailed the best race of the series. Lord Dunraven will not build another yacht, and certainly will not challenge next year. Neither do I believe that story about Mr. Jameson going to challenge."

VIGILANT'S GREAT VICTORY.

Pen Picture of the Third Race for the America's Cup.

Two trim sloops, one white hulled and the other black, running free before a gale of wind that was blowing forty knots an hour.

Each sloop with every stitch of canvas up that there were stays and booms to spread it on.

The white a quarter of a mile in the

lead, throwing spray to the height of her spreaders every time her shark-shaped nose was hurled into a cresting billow.

The deck of the black boat constantly swayed and her canvas tugging like giant wings to haul her at railroad speed through a cross-sea.

A dozen excursion boats bobbing around like corks afloat in a hurricane. A red-hulled ship with iron-cages shaped like balls at her mastheads.

A trim-looking black steam yacht, with a cream-colored smokestack, was railed crowded with men and women all holding binoculars to their eyes.

A heavy, leaden sky, and a misty spray caught up from the sea by the wind and elected in every direction.

That was the scene at the finish in the third race for the America's Cup between Vigilant and Valkyrie off Sandy Hook Lightship at 3.15 o'clock yesterday afternoon.

It was at one and the same time an inspiring and an awe-inspiring sight. The spectators expected every minute to see the mast of each sloop snapped off like a clay pipestem, so strong was the gale, and then almost as suddenly to see, when this had happened, some of the yachtsmen were seen to be dragged overboard to death.

It was inspiring because the sloops were coming under the grandest contest ever witnessed, like racehorses sprinting at the finish.

It was awe-inspiring because the contest was between the two greatest yachts in the world, and the men who were on board were the greatest sailors who had ever lived.

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again it was Dunraven's boat in the lead.

The half-gale the Earl had been praying for was at his command, and he and his boat seemed to delight in it. Valkyrie buried her nose into the sea, as if its taste was just to her fancy, and the spray from her body and wings after the fashion of a great swan fresh from a bath.

Vigilant was churning the water into cream with her forefoot and leaving a broad wake of greenish-blue and white behind her.

The gale-cut defender was the first to come about on the port tack. She made off to the right, and the windward position by crossing Valkyrie's bows.

This time, however, the British skipper was "on her curves," and hauled so close to the wind that the Yankee's trick failed.

Vigilant started on the port tack at 1.15 P. M., and held it only two minutes, but long enough to discover that the British captain was prepared for the maneuver.

Valkyrie held on the starboard tack until 1.19, at which time she had a clear lead. Vigilant came about and sailed on the port tack, and the two yachts were now on a level.

It was a long leg and a short one, but the turning point, and Valkyrie was the winner. She was not pointing so well in the high wind.

Valkyrie rounded the mark first at 2.30. She was then almost hauled in from the excursion fleet.

Vigilant rounded at 2.35, one minute and fifty-five seconds behind her rival.

The yachts had to sail to this point before they could get under the point of the race.

They sailed under reefed mainsails, fore-staysails, and small working topsails. The reef was shown on her main sail as Valkyrie squared away before the wind for the run home.

The balance already up in stress was broken out, and then a big log of mutton sail, her spinnaker, was run up and out to starboard.

She was off like the wind itself, and it was a long time before she could be seen to have a lead of three minutes and twenty-eight seconds, time allowance included.

Vigilant's sails were working at her sail halyards like beavers as she came up before the wind. The white boat rounded they had broken out her bottom Jib, set her spinnaker, pulled the reef out of her mast and sailed slowly on the slender spar aloft.

As her spinnaker was being hoisted, a course directly astern of the Dunraven sailed, and the other yachtsmen were already up in stress, was broken out, and then a big log of mutton sail, her spinnaker, was run up and out to starboard.

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TO AMEND THE RULES.

Three Propositions Submitted
to the Senate at To-
Day's Session.

A SPICY NIGHT DEBATE.
It Began Where the Storm
Interrupted the Wire
Reports.

HOAR ON MINORITY RULE.

Voorhees Declares He'll Stick
as Long as the Majority
Is With Him.

WASHINGTON, Oct. 14.—The first hour of today's session was occupied by Mr. Morgan (Dem., Ala.) in a personal explanation defending himself from a charge of ignorance of Scripture (as made by a New York paper) and from attacks by the Montgomery (Ala.) Advertiser for opposition to the unconditional repeal of the Sherman act.

No less than three notices of resolutions to amend the rules were given. Mr. Hill (Dem., N. Y.) advocated a change of rule of which he had heretofore given notice, as to the counting as present, to make a quorum, of Senators who are present and are paired.

AFTER THE WIRES BROKE DOWN.
A Spleen Debate Where Last Night's
Senate Report Stopped.

WASHINGTON, Oct. 14.—In the Senate last evening just at the point where the storm interrupted the wires an excited and interesting debate started with a renewal of the discussion as to roll calls.

Mr. Teller wanted it understood that the minority would insist on a quorum at all times, even if the roll had to be called every five minutes. It was the majority, he said, which was supposed to be transacting business, and it was the business of the majority to be in the chamber for as long as they could.

He insisted that obstructing measures had been put in the hands of the minority by the Constitution, and by the rules of the Senate.

As the necessary forty-three Senators could not be found, Mr. Voorhees arose, and said that a previous roll call had shown him how futile it was to direct the Sergeant-at-Arms to search for delinquents, and he therefore moved to adjourn.

CHARGES AGAINST LUMAN.
McGowan Now Goes to Supt. Byrnes
With His Story.

John McGowan and Thomas McGowan, of 42 Second avenue, in company with their counsel, William M. Morris, of Chambers street, called on Supt. Byrnes this morning and lodged a complaint against John McGowan.

Luman is the policeman who tried to arrest McGowan on the night of the riot at the Metropolitan Hotel, and who was charged with the murder of McGowan.

McGowan's story was that he was in the Metropolitan Hotel on the night of the riot, and that he was charged with the murder of McGowan.

GOV. FLOWER HEARS A LECTURE.
He Made a Few Remarks Praising
Schools and Teachers.

Gov. Flower went to the American Museum of Natural History to-day to hear the first in a series of Prof. A. S. Ruggles' lectures on the history of the State.

The subject of the lecture was "The History of the State," and the Governor was much interested in the pictures of the most interesting buildings and exhibits of various fairs were shown.

THE UNION PACIFIC'S TROUBLE.
Congress Wants to Know About
Government Interests.

WASHINGTON, Oct. 14.—In the House this morning Mr. Riley (Dem., Pa.) asked for the present consideration of a resolution calling on the Attorney General for information as to the appointment of a receiver of the Union Pacific Railroad.

Mr. Hoar (Rep., Mass.) denied the right of the majority to resort to obstructive tactics to prevent the passage of a bill.

There is no such thing," Mr. Hoar added, passionately, "as constitutional government in the United States of America. It is a mere name, and it is a name that is carried on the pleasure of the majority. It is a name that is carried on the pleasure of the majority, and it is a name that is carried on the pleasure of the majority."

THE SENATE AND THE AMBASSADOR.

U.S. SENATE

CHORUS OF SENATORS—Why, he's one of us.

FOUR DEAD OF DIPHTHERIA.

Ernst Berlenbach Has But One
Child Left Alive.

All the Deaths Occurred Within
a Week.

Ernst Berlenbach and wife, of Flushing avenue and Garden street, had five children a week ago, but to-day only one of them, an infant, is alive.

Berlenbach moved into his present home last Saturday, and on that day Annie, seven years old, died of diphtheria. On Sunday George, two years old, died, an hour after the family had returned from Annie's funeral.

George was buried on Tuesday, and Mary, six years old, died on Wednesday. The funeral was arranged for Thursday, but it was delayed because four-year-old child Willie, died that morning, and the two were buried together yesterday.

Dr. Zahn, who attended the children, says he believes that the opening of the new trolley line on Flushing avenue, caused the death of the children, and proved fatal to other children who played in the fresh earth which was dug up in the new line.

Berlenbach's baby is said to be now in a dying condition with the disease.

THREE SMALL-POX CASES.
Health Inspectors Looking for Driver
Chadwick's Sister.

Matthew Chadwick, thirty years, of 163 Tinton avenue, and Amelia Tottiano, thirteen years, of 14 Baxter street, were removed this morning to North Brother Island suffering from small-pox.

Chadwick is a truck driver. He has a sister residing on West One Hundred street, who is suffering from the disease. The health inspectors are trying to get a copy of her name, and are looking for her.

Ernest Fappiano, fourteen years old, was found ill with small-pox to-day in the rear tenement at 14 Baxter street. He was sent to Riverside Hospital.

Yellow Fever Reports.
WASHINGTON, Oct. 14.—Sergeant General Wynman's report of the yellow fever situation at Havana, Cuba, last night shows that there were eighteen cases of the disease, and that four of them had died.

Did He Shoot Himself?
An Unknown Man Dies in Hospital
of a Bullet Wound.

An unknown man, about twenty years old and respectfully dressed, applied for admission at the Presbyterian Hospital, soon after 6 o'clock last night, suffering from a bullet wound in the chest.

He refused to give his name or tell anything whatever about himself. It was thought that he had attempted to commit suicide and repented of it.

Four hours after entering the hospital the man died, having disclosed his identity. There was nothing in his pockets to furnish any clue.

Had Her Sister Arrested?
Mary Martin, whom Mrs. Louise Engel, her sister, says is really Mrs. Mary Marshall, of 27 West Twenty-sixth street, was sent to the island for three months, in the Yorkville Court, this morning.

Mrs. Engel said her sister had made life so miserable for her husband that he was compelled to leave her. She said that her sister had been in the Yorkville Court for three months, and that she had been in the Yorkville Court for three months.

814 to Chicago and Return.
A Chicago Detective Case.
Lin Yua Gar and Long Wah (Chin) arrived here on Oct. 11 by the Ward line steamer Seneca from Havana, and are detained in the New York House of Detention.

Manhattan Day—\$45.00 Excursion via Hudson River Railroad, in place of Atlantic City and Wild Shore Railroad. Oct. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1903. Return to New York by the morning of Oct. 25, 26, 27, 28, 29, 30, 31, 1903. Return to New York by the morning of Oct. 25, 26, 27, 28, 29, 30, 31, 1903.

"Manhattan Day" at the World's Fair. For cheap excursions via Erie Railroad. Excursion Club. Oct. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 1903.

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